

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: B-4529.

Name: HOWARD ST. OVER I-83, AMTRAK, LIGHT RAIL  
(BC 1405)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>  X  </u>	Eligibility Not Recommended <u>      </u>
Criteria: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> Considerations: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> <u>  E  </u> <u>  F  </u> <u>  G  </u> <u>None</u>	
Comments: _____	
_____	
_____	
Reviewer, OPS: <u>  Anne E. Bruder  </u>	Date: <u>  3 April 2001  </u>
Reviewer, NR Program: <u>  Peter E. Kurtze  </u>	Date: <u>  3 April 2001  </u>

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Maryland Inventory of Historic Properties  
 Historic Bridge Inventory  
 Maryland State Highway Administration  
 Maryland Historical Trust

MHT No. B-4529

Name and SHA No. Howard Street Bridge (BC1405)

**Location:**

Street/Road Name and Number: Howard Street over I-83, Amtrak and Jones Falls

City/Town: Baltimore \_\_\_\_\_ vicinity

County: Baltimore \_\_\_\_\_

Ownership: \_\_State \_\_County x Municipal \_\_Other

This bridge projects over: x Road x Railway x Water \_\_Land

Is the bridge located within a designated district: \_\_yes x no

\_\_NR listed district \_\_NR determined eligible district

\_\_locally designated \_\_other

Name of District \_\_\_\_\_

**Bridge Type:**

\_\_Timber Bridge

\_\_Beam Bridge \_\_Truss-Covered \_\_Trestle \_\_Timber-and-Concrete

\_\_Stone Arch

\_\_Metal Truss Bridge

\_\_Movable Bridge

\_\_Swing \_\_Bascule Single Leaf \_\_Bascule Multiple Leaf

\_\_Vertical Lift \_\_Retractable \_\_Pontoon

\_\_Metal Girder

\_\_Rolled Girder \_\_Rolled Girder Concrete Encased

\_\_Plate Girder \_\_Plate Girder Concrete Encased

\_\_Metal Suspension

x Metal Arch

\_\_Metal Cantilever

\_\_Concrete

\_\_Concrete Arch \_\_Concrete Slab \_\_Concrete Beam \_\_Rigid Frame

\_\_Other Type Name \_\_\_\_\_

**Description:****Describe Setting:**

*The Howard Street Bridge carries Howard Street over I-83, Jones Falls, and the Amtrak rail lines in a northeast-southwest direction through a commercial section of the city.*

**Describe Superstructure and Substructure:**

*The Howard Street Bridge is a double metal arch, triple hinged, through bridge whose deck is supported by suspenders. The bridge consists of seven spans. Spans 1 and 2 are girder and floorbeam units; spans 3 and 5 are steel arch with suspenders, floorbeams, and stringers; spans 4 and 6 are simple span girders with floorbeam and stringer units; span 7 is a simple span multibeam unit. The bridge is 979 feet in length. The roadway, piers, and footing material is concrete. It carries five lanes of traffic: three lanes from southwest to northeast, two from northeast to southwest. There is a metal plaque attached to the bridge with a 1938 construction date.*

**Discuss major alterations:**

*Except for routine stabilization and repairs, there appears to have been no major alterations to this bridge.*

**History:**

**When Built:** 1938

**Why Built:** *This bridge may have been built to eliminate at-grade railroad crossings.*

**Who Built:** *City of Baltimore Department of Public Works*

**Who Designed:** *J. E. Greiner Company*

**Why Altered:** *The bridge appears to be unaltered except for repairs.*

**Was this bridge built as part of an organized bridge building campaign:**

*The Howard Street Bridge was designed to conform with a group of nineteenth century through- arch bridges then crossing the Jones Falls and the railroad tracks. Many of these nineteenth century metal arch bridges over Jones Falls were built under the auspices of the Jones' Falls Improvement Commission, and were designed by Charles H. Latrobe. This bridge was designed to complement Latrobe's bridges.*

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

☒ A Events ☐ B Person

☒ C Engineering/Architectural Character

**Was the bridge constructed in response to significant events in Maryland or local history?**

*Unknown.*

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

*Unknown.*

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?**

*The Howard Street Bridge spans Jones Falls and a number of railroad lines that converge at this point, and that date from the nineteenth century. Almost perpendicular to this bridge is the North Avenue Bridge, constructed in the 1890s also to span these railroad lines. The area under the bridge is potentially significant for its impact on the growth and development of this section of the City of Baltimore. If this district were given historic designation, the Howard Street Bridge would add to the historic and visual character of the possible district.*

**Is the bridge a significant example of its type?**

*The Howard Street Bridge is a significant example of a metal arch bridge. There are only two metal arch bridges in Baltimore: this bridge and the Guilford Avenue Bridge. The Guilford Avenue Bridge has been significantly altered, eliminating one of its original arches. The Howard Street Bridge retains its original two arches. Few metal arch bridges remain in Maryland.*

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

*The Howard Street Bridge retains its integrity of location, setting, design, materials, feeling, and association.*

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?**

*The Howard Street Bridge appears to be a significant example of the work of the J. E. Greiner Company. It is a graceful design created to complement a group of nineteenth century metal arch bridges, and a design that had not often been used since 1900. The J. E. Greiner Company was established in 1908 by John Edwin Greiner, a prominent Baltimore engineer, who had previously designed bridges for the Baltimore and Ohio Railroad.*

**Should this bridge be given further study before significance analysis is made and why?**

*Further study of this bridge may provide answers to the question of its impact on the growth and development of this section of Baltimore.*

B-4529

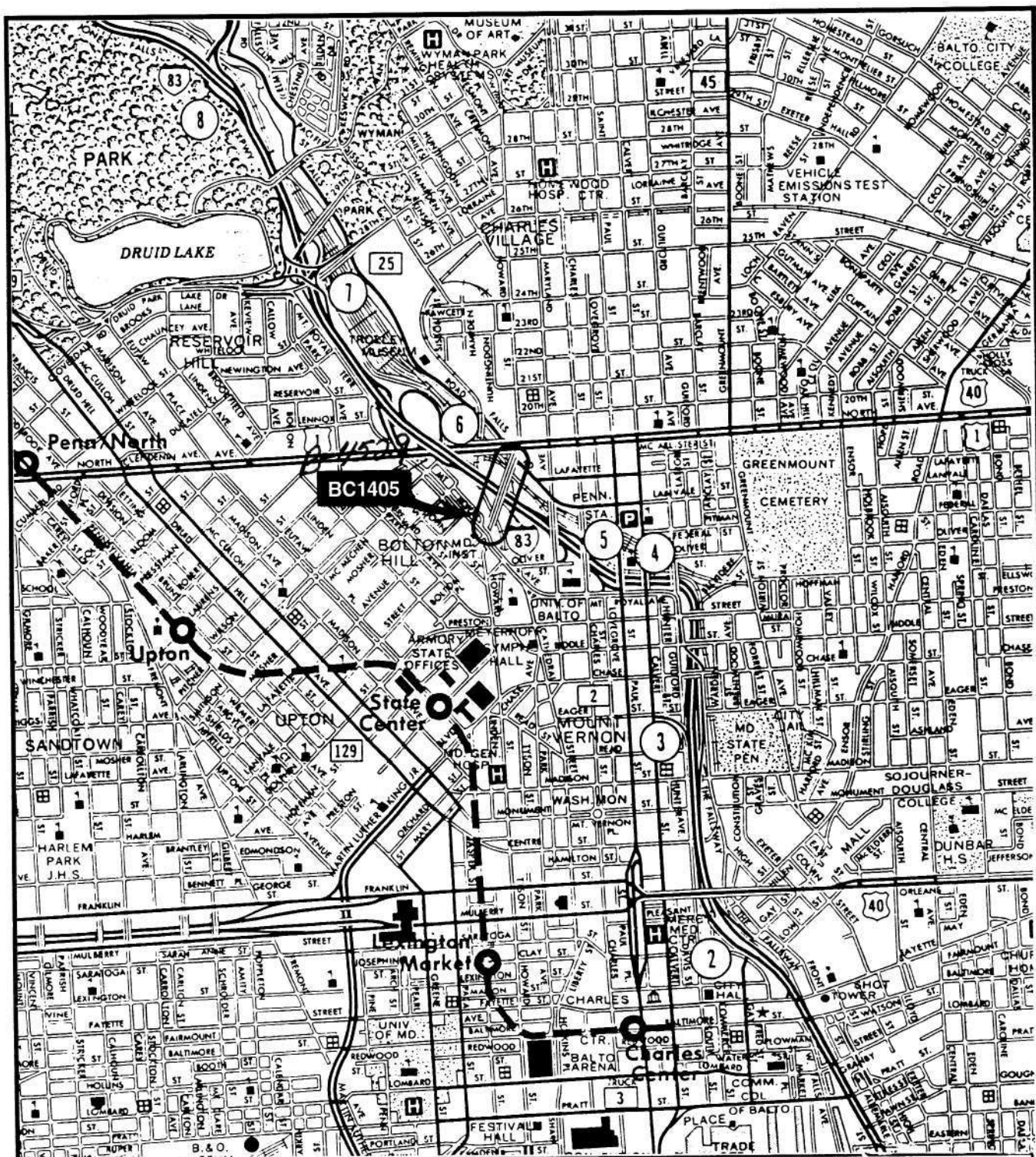
236

**Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.**

**Provide a photocopy USGS map illustrating the location of the bridge.**

**Surveyor:**

<b>Name:</b>	<u>Alice Crampton/Julie Abell</u>	<b>Date:</b>	<u>12/10/94</u>
<b>Organization:</b>	<u>Parsons Engineering Science, Inc.</u>	<b>Telephone:</b>	<u>(703) 591-7575</u>
<b>Address:</b>	<u>10521 Rosehaven Street</u>		
	<u>Fairfax, Virginia 22030-2899</u>		



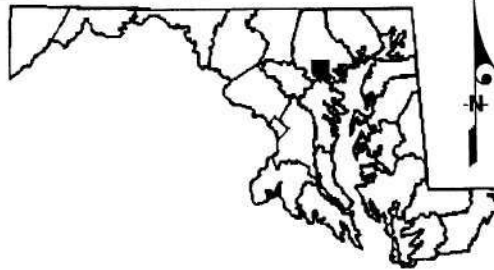
## Baltimore City - Bridge Number BC1405

Howard Street over I-83, AMTRAK, Light rail, CSX  
and Falls Road

(Determined National Register eligible by Interagency Review Committee)

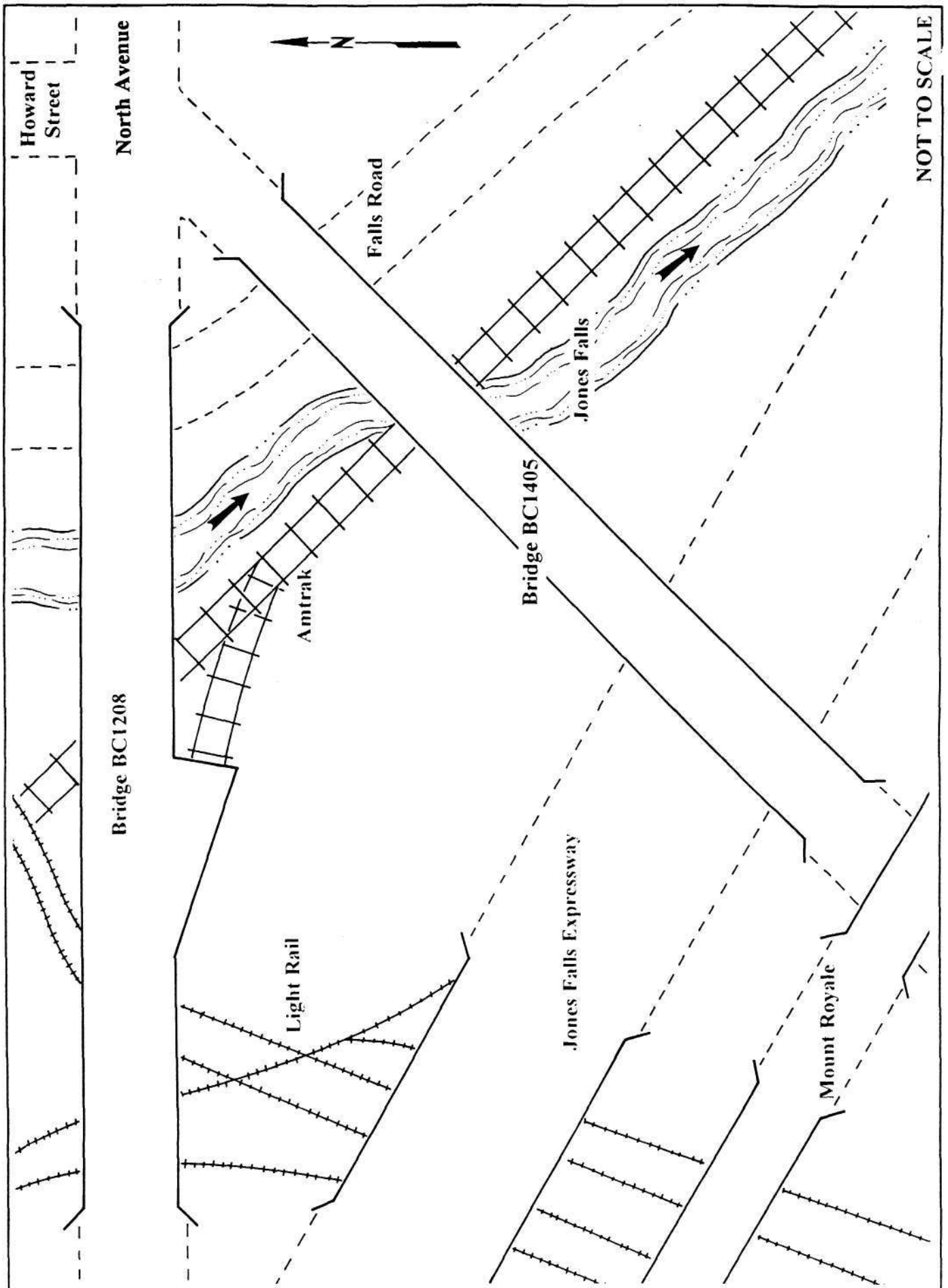
B-4529

Scale 0 1000 2000 feet  
0 0.5 kilometer

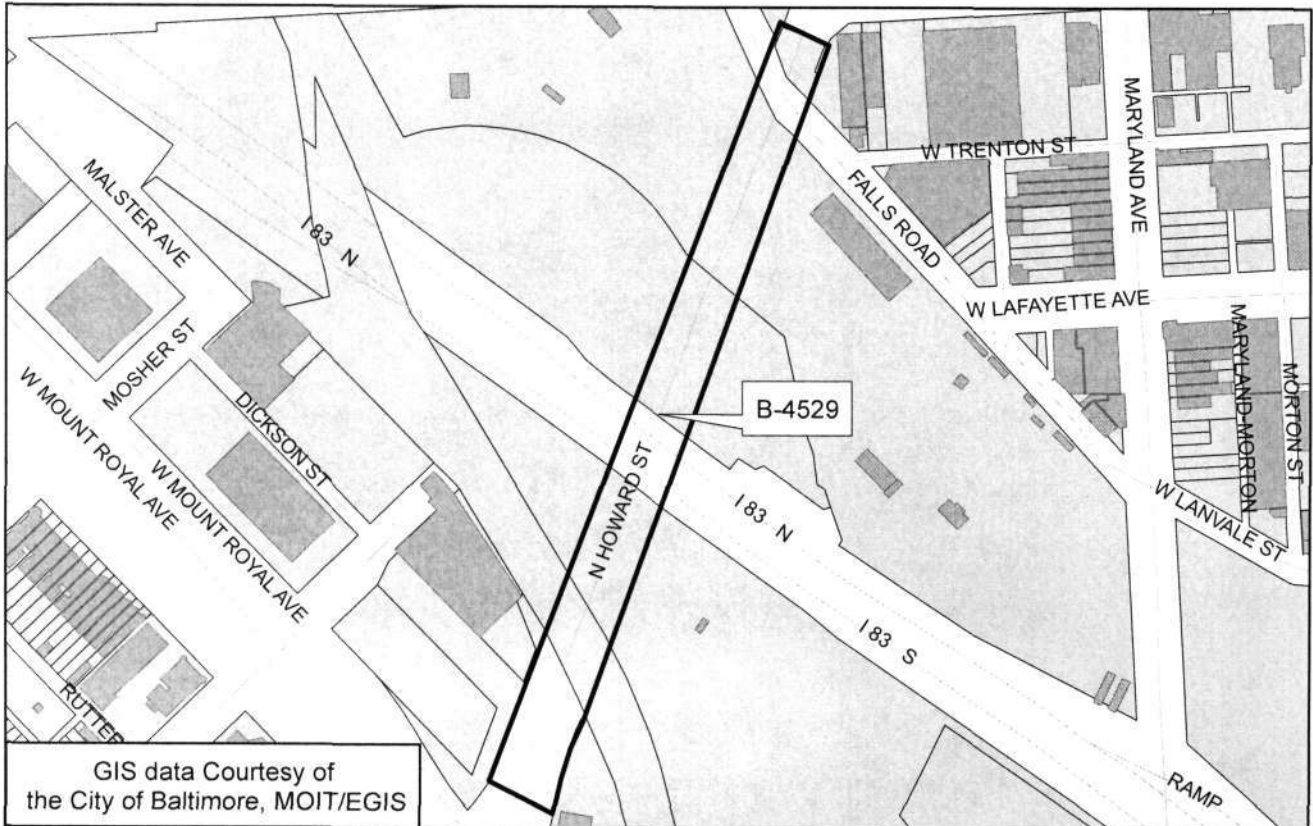




B 4529



B-4529  
Howard Street Bridge (BC1405)  
Howard Street over I-83, Amtrak, & Jones Falls  
Baltimore City  
Baltimore East Quad







Inventory # B-4529

Name BC- 1405- HOWARD ST OVER 1583, AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer JIM SCHIDEN

Date 1/95 DAVID DIEHL

Location of Negative 2/95 JHA NO NEG

Description SOUTH APPROACH

Number 37 of 37 1 of 5



Inventory # B-4529

BC-

Name 1405-HOWARD ST. OVER 1583 AMTRAIL

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHEN

Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number ~~4~~ of 33 2 of 5

CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS

HOWARD STREET BRIDGE,  
APPROACHES AND  
MT ROYAL AVENUE OVERPASS

HOWARD W. JACKSON  
MAYOR

BERNARD L. GROZIER  
CHIEF ENGINEER

GEORGE COBB  
HIGHWAYS ENGINEER

HERMAN E. DUCKE, JR.  
ASSOCIATE ENGINEER

J. E. GRENIER COMPANY  
CONSULTING ENGINEERS

KALFMAN CONSTRUCTION CO.  
CONTRACTOR

1938



Inventory # B-4529

BL-  
Name 1405- HOWARD ST OVER 1583, AMTRAK

County/State DALTIMORE CITY/MD

Name of Photographer TIM SCHÖEN

Date 1/95

Location of Negative SHA

Description ID PLAQUE @ NORTH END  
OF WEST PARAPET

Number ~~5 of 33~~ 3 of 5



THREE  
NEW  
COLD  
ONES

Inventory # B-4529

BC-

Name 405- HOWARD ST OVER 1583, AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHEN

Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number 6 of 33 4 of 5



THREE  
NEW  
COLD  
ONES

Inventory # B-4529

DL-  
Name 1405 - HOWARD STOVER 1583, AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description WEST ELEVATION

Number ~~1~~ of ~~33~~ 5 of 5

2025 JAN 10 10 10 AM '95